

**Q:** #5: What issues does the study cover?

**A:** The most critical issues are noise, air quality, safety, and effects on local communities. The study also covers the following issues:

- Traffic management
- Economic effects on local communities/tax base loss
- Impacts to property
- Drainage
- Wetlands
- Indirect (secondary) and cumulative impacts
- Community cohesion/special groups/environmental justice
- Surface water quality impacts
- Cultural resources
- Threatened/endangered species
- Floodplains
- Hazardous materials
- Utility systems
- Section 4(f)/6(f) lands (public parks).

**Q:** #6: What options are being studied?

**A:** The alternatives under consideration include the following: No-Build; Mass Transit; Transportation and Travel Demand Management Techniques; General Purpose, unrestricted freeway travel lanes for a total of four lanes only; and, a proposed lane in each direction for use during all or parts of the day by High-Occupancy Vehicles (HOV). If the alternative chosen is to add a lane to I-75, only one will be included in each direction, so that between M-59 and M-102 (8-Mile Road), the freeway will have four through lanes. But, it is noteworthy, that as the study has progressed, it was found that mass transit is unable to negate the need for an additional lane on I-75 and, therefore, is no longer an alternative to freeway widening.

**Q:** #7: Why doesn't better mass transit eliminate the need for widening I-75?

**A:** A transit system of improved feeder bus service and some high-speed/rapid transit in Oakland County is part of continuing studies by SEMCOG to benefit the region. However, analyses indicate these transit concepts will not alleviate the need for widening I-75.

**Q:** #8: What is an HOV lane?

**A:** HOV stands for high-occupancy vehicles. These are carpools with two or more people, and vanpools and buses.

Work on I-75, to date, indicates that the HOV concept is feasible in both the morning and afternoon peak hours, and in both directions at those times.

